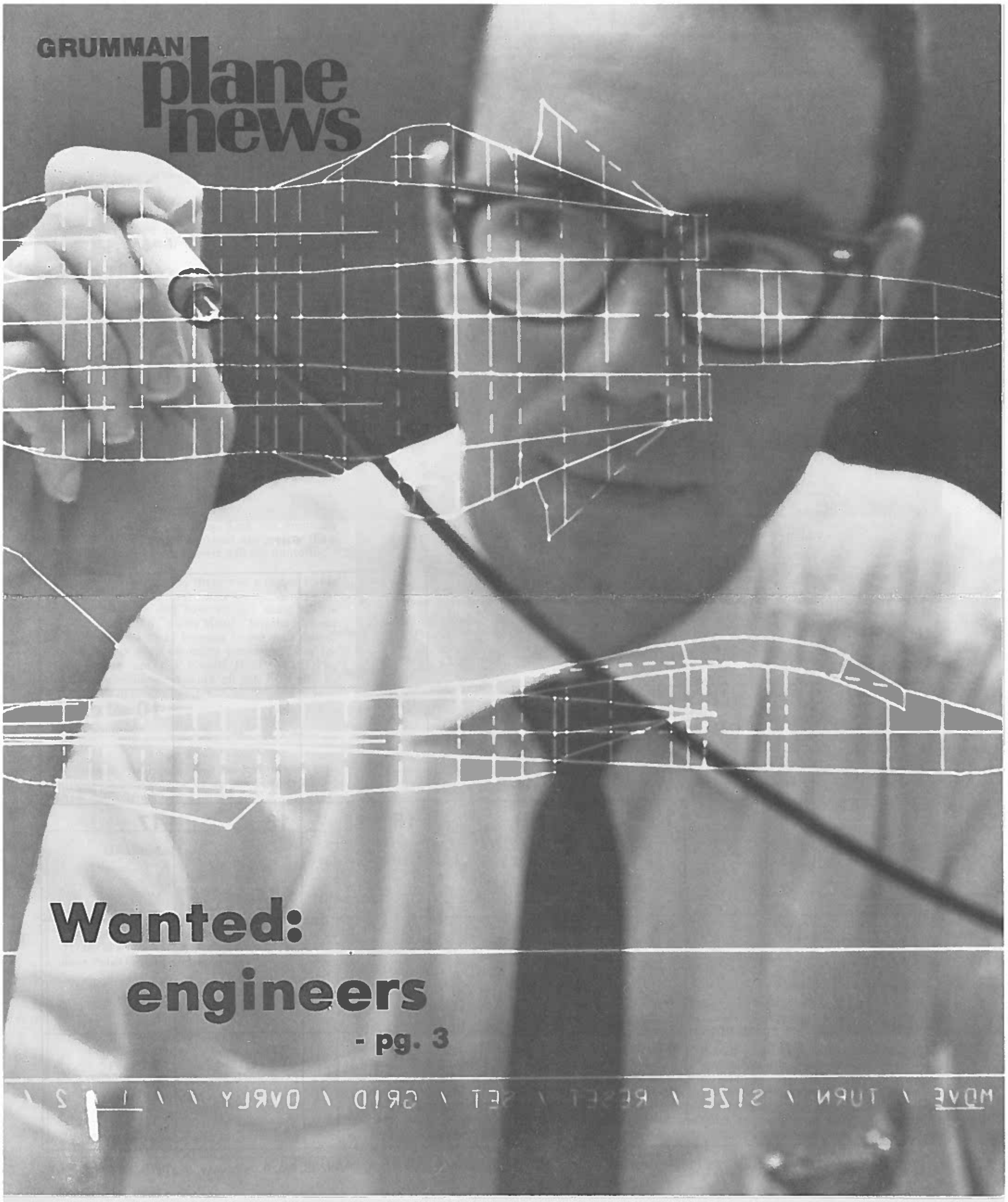
GRUMMAN
plane news



Wanted: engineers

- pg. 3

G63 - KITTEN I

March 79

SUN	MON	TUE	WED	THU	FRI	SAT
				1 1941: Grumman Bombers Team 1958: WF-2 first flight	2	3
4 1941: G36B Martlet II first delivery	5 1942: Plant 13 Lindenhurst opened	6	7 1941: Welfare Association organized	8	9	10 1930: XFF-1 Design proposal
11	12	13	14 1945: F7F-3 first delivery	15	16	17
18 1944: G63 Kitten first flight	19	20 1935: XF3F-1 first flight	21	22	23	24
25	26	27	28 1931: XFF-1 first contract 1958: WF-2 first delivery	29	30	31

Vol. 38, No. 4, February 23, 1979. Bethpage, N.Y.

Recruitment of engineers underway

Grumman Aerospace is in the market for engineering talent, and the search is not as easy as it has been in the past.

Years ago, if you were a top engineering student and wanted to join a company that was involved in spearing new technology you would automatically choose a career in aerospace. "We no longer enjoy the privilege of having young engineers rushing to join the aerospace industry," says Senior Vice President Larry Mead, director of Departmental Operations.

"Today, industries across the nation are luring top engineers who possess the same sophisticated disciplines that we use in aerospace. In short, it's a very competitive environment for recruiting."

Classified pages of major newspapers and radio airwaves, both crammed with advertisements, attest to that.

World-wide impact

Mead attributes this demand for engineers to the rapid advancement of technology across a gamut of industries. Power companies, building contractors, software corporations, etc. ... all have increased requirements for highly trained engineering-type people. Mead also sees no end in sight. "Civilization has relied on engineering talents for centuries to provide solutions to problems. And, the problems facing the world and the nation are greater than ever. The demand for engineers will not diminish."

1979 forecast

During 1977 and 1978, there was a rather stable requirement for Grumman engineers. "To stay on an even keel, we did have to hire some people because of attrition," states Mead. "But the forecast for 1979 shows a slight increase in our staff due to new or added work on many programs." For instance, there are the EA-6B ICAP; CILOPS; continued development work on the F-14 and E-2C; and the hydrofoil project.

Major subcontracts

Grumman Aerospace has several major subcontracts underway, one being the recently signed Boeing subcontract.

"A big part of the entry ticket to bidding on subcontract work for Boeing is the supply of engineers," says Mead. "They, too, are in great need of engineering-type professionals. Grumman will have about 50 engineers working at Boeing this year; some have already left for Washington. We're going to have to backfill those people, too."

To help fulfill its design and manufacturing engineering needs, Grumman Aerospace launched an active campaign last year. "As early as October, we were on engineering campuses, recruiting June 1979 graduates," says Mead. "All you have to do is look at the student bulletin boards and see the wide assortment of recruiting notices and you realize that it truly is a buyer's market."

In addition to on-campus recruiting, Grumman also invited 45 engineering deans, department heads, and professors to the Grumman/University Technology Forum last autumn. The two-day forum included a series of discussions and lectures on technical disciplines such as aerodynamics, structures, and thermodynamics, as well as a tour of Bethpage and Calverton facilities.

Nationwide basis

In addition to keeping close contacts with engineering schools, Grumman is actively recruiting on a nationwide basis for experienced and recent graduate engineers in the following skills:

Structural design, structural analysis, power plant, RF equipment design, computer equipment design, electrical/electronic design, drafting technology, aerodynamics, thermodynamics, model/simulation, systems design analysis and integration, weights and mass property. computer application software systems, aerotest, ATE design, and digital.

Manufacturing skills

Openings are also available in the following areas:

Manufacturing engineering-machine processes, manufacturing engineering-bonded structures, tool designers, jog and fixture builders, NC programmers, machinists, and technical writers.

Spread the word

If you have any friends, relatives or neighbors who possess these skills and who are interested in a career at Grumman, please have them contact Dan Nettuno, Employment, Plant 28, Grumman Aerospace Corporation, Bethpage, N.Y. 11714.

Tribute. *George Skurla (R), Chairman and President of Grumman Aerospace, and Harry Flor (2nd R), Bethpage Rotary president, look over artist renderings for a permanent display of a scale model of the Grumman-bilt Lunar Module being held up by Oyster Bay Councilman Salvatore Mosca and Jaime Ortiz (L) community service coordinator for the Rotary and display designer. The project, a joint venture between Grumman and the Rotary, was conceived as a tribute to Grumman's achievement and also to mark the 10th anniversary of man's first landing on the moon. The display will be located at the Bethpage Rotary Circle, situated between Stewart Ave. and Broadway, south of the railroad station.*

GRUMMAN plane news

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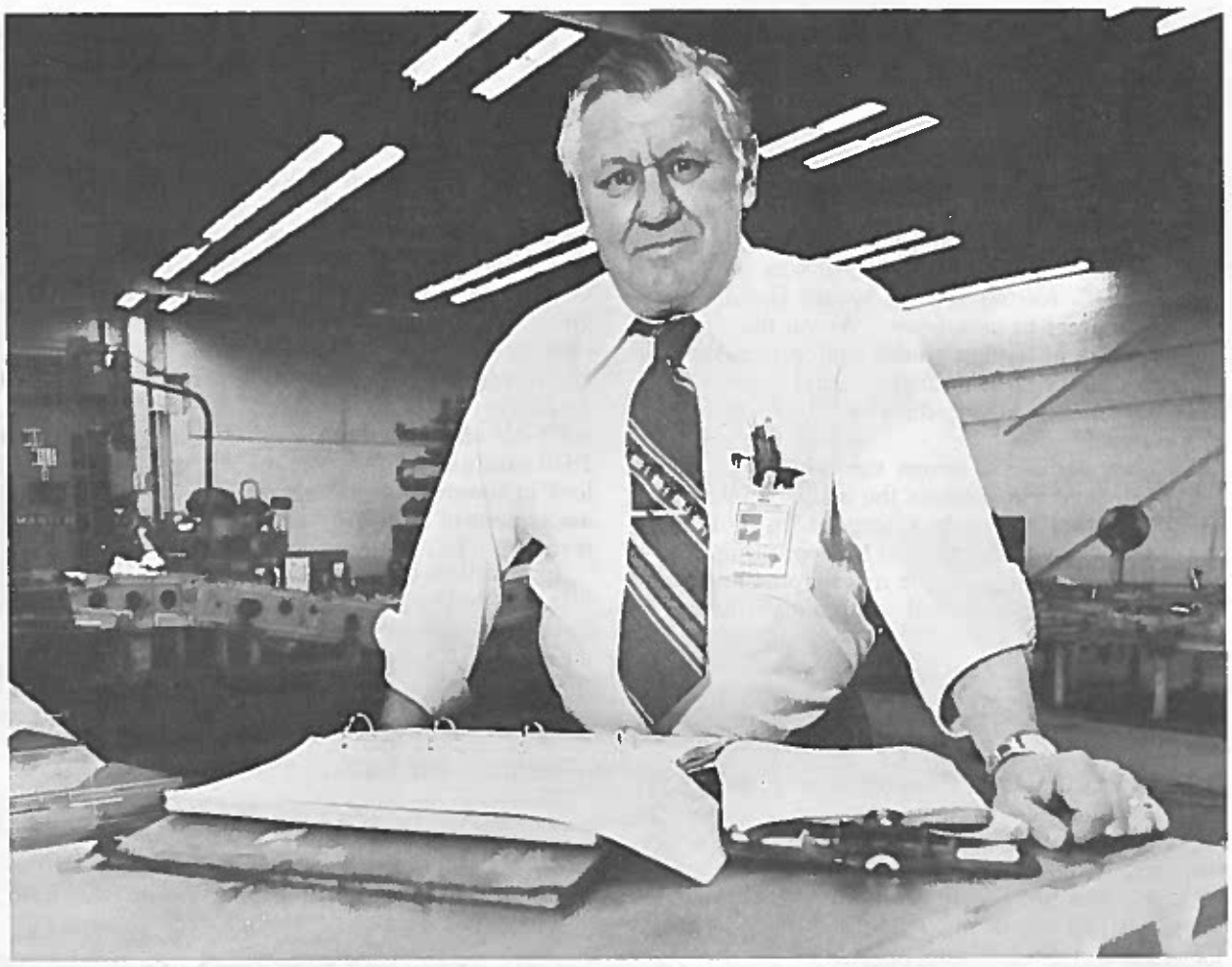
Work

For most of us work is our major pursuit. There is no other single activity that takes up as much of our 24-hour day as work - unless it is sleep.

For most of us a job is necessary to provide money for all of life's basic needs - food, clothing and shelter - as well as some of life's pleasures. But is work only a means of making money? Does it play any other role in our lives?

To explore the questions of how people view their jobs, what they contribute to their work and how work contributes to their own development, PLANE NEWS will be talking to some of the people who work at Grumman. Harry Schaal, box captain in Electron Beam Welding in Plant 2, discussed his views on work in a recent interview.



On the job. *Harry Schaal, box captain in Electron Beam Welding in Plant 2, began his career in welding over 38 years ago.*

"I like my job. It's enjoyable," says Harry Schaal. "It helps that I work with nice people, but it's also important to have an interest in the job and a feeling for the job's problems. It's sometimes a matter of prevention. You see a problem coming and you try to keep it from happening."

As box captain in Electron Beam (EB) Welding, Harry helps to keep the boxes —— wing center sections —— moving smoothly through the department, on schedule. In Electron Beam Welding, the heat required for melting and joining comes from the kinetic energy of a dense beam of high velocity electrons, emitted from an electron gun within a vacuum chamber. It produces a high quality, reliable precision weld with minimum distortion and contamination. Harry has worked in EB Welding since it was set up 10 years ago, first as lead man and later as box captain.

"What makes my job enjoyable is having things go right," he says. "The better we do here, the better it is for the company. If things go right I look better, the department looks better, everyone looks better. Of course, sometimes things go wrong and that can get frustrating. So you try to see where they went wrong and how it can be done better next time."

Lifetime in welding

Involved with welding for 38 years, Schaal continues to find his work interesting."All the while I was welding, and now as box captain, I've never been bored. Even though you come in every day at the same time, and in theory you are doing the same thing every day, no two things are exactly alike in welding. Every day it is different; every hour it is different. There's always something that will give you a challenge.

"Nobody could do the same thing day after day. With welding there's no two pieces that are exactly the same.There's always a difference in the way it is welded, or what has to be done with it. It's enough to keep you mentally alert. Ever since I've learned welding, I've always tried to make myself more proficient at it. When you do that, it can't possibly be boring because you are working with your mind, even though you are using your hands."

Schaal had been a welder for almost 10 years before he came to Grumman in 1950, but he had to learn a different type of welding on the job here. "If you know welding," he says, "you can learn almost any new type of welding, if you are young enough to coordinate your hands and your eyes. I guess your eyes go first. Right now I think my hands are good enough to learn something new, but I'm not so sure about my eyes.

"There was always a challenge in my jobs at Grumman. It's good to work that way. I remember when we were working on the F-9 they came out with leading edge tanks. There were four of us along the line and we would keep track of who could weld the longest before one of his tanks leaked. This was a healthy competitive spirit that kept you alert."

EB Welding itself was a challenge in the beginning, Schaal says. "Nobody knew all about it. We thought we did, but it didn't work that way at the start. We had meetings 10 times a day. Now we've just about eliminated all the problems, although things still crop up. There are those who call EB Welding 'black magic,' because it doesn't seem to work the same way all the time. It is highly sophisticated equipment and sometimes it seems to decide to jump the traces, like a horse. You have to have the proper people to make it go right, or to know it is going wrong before it actually does."

Depsite the fact that he finds his job both enjoyable and challenging, Schaal complains that "the worst part of the day is waking up at twenty to five in the morning. I have to be here at 7, but, because of the traffic, I leave early and get here at 6:05. Actually, it's not so bad because I'll have breakfast here, read the paper, and get a chance to relax before I start to work."

Launch 'parts are precious' campaign

While they are not yet in the category of gold and silver, aluminum, titanium and steel are increasingly becoming precious metals -- at least in the aerospace industry. Because of the difficulties in obtaining parts made of these metals, Grumman recently began a campaign to conserve purchase parts already on hand.

The inability to readily replace lost, damaged or scrapped purchase parts has become an increasing problem for Grumman. Lead time on many orders has been stretched from eight - 10 weeks to 50- 60 weeks over the past two years. "If I had a million dollars in my hand to buy aluminum parts today, I still couldn't get delivery until 1980," says Tony Collura, director of Procurement Supplier Surveillance. "It's not a question of money anymore. We have to stand on line and it is a long line."

In order to prevent a shortage of purchase parts, more emphasis is being laid on minimizing the waste of parts through damage or mishandling, says Frank Leone, director, Plant Operations, Bethpage Operations Center. "It's going to take the cooperation of every person handling these parts to help solve the problem," he says.

To make Grumman employees aware of the value and the scarcity of purchase parts, 200 posters have been placed around working areas and some 7,000 brochures describing the problem have been distributed, using the theme, "Parts are Precious."

The distribution of posters and brochures is one of the actions initiated by the company-wide Purchased Parts Shortage Review Committee set up in October 1978 to study the problem. Another approach is the establishment of a quick reaction machine shop in the Bethpage Operations Center, which will produce some of the simpler replacement parts which are needed quickly in order to prevent the slow down, or even the shut down, of a project.

A corporate-wide inventory has just been completed which established a current inventory base. The importance of keeping the inventory base up to date was emphasized by Bill Vreeland, Material manager, Hydrofoil Program. "Unless parts are dispensed with proper documentation, we won't be able to identify those areas where shortages may arise, and re-buy parts as early as possible," he says.

people

For the past four years, Grumman retiree Daniel Tauriello has been working on a sculpture of Congressman Tom Downey. The recent Grumman retiree who worked over 16 years in Plant 11 as a plastic pattern maker presented his work to Downey in his West Islip office last month, on the Congressman's 30th birthday.

In the community

Dick Inman of Plant 35 was recently apointed Air Operations Officer for the Third Northern District, United States Coast Guard Auxiliary... Dick Geib, Assistant Patent Counsel, Grumman Corporation, was named to the Advisory Council on Mental Retardation and Developmental Disabilities by New York State Governor Hugh Carey... Sgt. Thomas O'Connor of Plant Protection received a medal of commendation from the American Heart Association for his efforts to save a life, using his knowledge of cardiopulmonary resuscitation (CPR)...The 32nd annual international competition of the Sweet Adelines was won by the Island Hills of Huntington. The group returned from Los Angeles with the first place trophy...and among the winners were Bonnie Devault of Plant 28; and Bob Devault of Plant 40; Barbara Brehm of Plant 1; Bari Soreil (wife of Ron Soreil of Plant 15); and Erma Weinstein, whose husband Sol works in Plant 4. The Sweet Adelines are choral groups who sing four-part barbershop harmony...Bill Penza, on loan from Grumman Aerospace as a voluntary executive to the Long Island Metro of the National Alliance of Business, has been named director of that division. In this post, Bill is responsible for the operation of all of NAB's programs, which includes finding job training and employment opportunities for disadvantaged people, veterans, needy youth, disabled veterans, and ex-offenders. NAB is a partnership of business, labor, and government working toward this goal.

Ed Baran of Plant 40 was named a Man of the Year by the VILLAGE TIMES, the weekly newspaper of Setauket, Stony Brook, and Oldfield. Ed was honored for his contributions to community sports. Ed, the founder and president of the Three Village Soccer Club, was instrumental in organizing over 700 kids into 42 soccer teams...

YES

If you're looking for someone to shovel a walk, type a paper, babysit, wash a car, or do anything else that you can't seem to find time for, Youth Employment Services (YES) of Plainview-Old Bethpage has young, willing workers. For more information, call Monday to Friday, 1:30 to 6 p.m., Sunday 1 to 4 p.m. at (516) 938-0084.

New posts

Among those who recently received changes in assignments were: DEPARTMENTAL OPERATIONS - Herman Binder, engineering manager, Target Acquisition Weapons Delivery System (TAWDS), Pl. 40; John O'Malley, manager, A-6 Training Project, Pl. 39; FIELD OPERATIONS - Louis Geneve, site manager, Aviation Supply Office, Pl. 89; Barre Jenkins, group head, Support Equipment Service, Pl. 35; Alfred Marhold, section head, Contract Maintenance Service, Pl. 35:

Tomcat first. *There was a celebration recently at the Pacific Missile Test Center at Pt. Mugu, California, when Lt. Cdr. James Coleman and Lt. Cdr. William Craig both passed the 1000th flight hour milestone on board the same F14. Above (L to R), Frank Langdon, Field Operations site manager, presents 1000th hour plaque to Cdr. Craig, Naval Flight Officer, while Charlie Brown, director of Pt. Mugu Ops., awards F14 pilot Cdr. Coleman his plaque.*

How's your EQ?

Does your E.Q. (economics quotient) need improving? It might. Take this quick quiz and find out.

☐True ☐False. (1) When inflation occurs, each dollar we have buys more goods and services.

☐True ☐False. (2) As productivity increases, our standard of living increases.

☐True ☐False. (3) Today, the U.S. ranks third in international trade.

☐True ☐False. (4) One out of five American workers belongs to a labor union.

If you found these questions tough, your Economics Quotient, your E.Q., could probably stand some improvement.

It's important. Not just because we all face some important decisions about our economic system. But because the more you know about our system, the more you'll be able to make it work for you.

A special booklet has been prepared to help you learn more about how our American Economic System ticks. It's fact-filled, easy reading and free. It's also an easy way to raise your E.Q.

For your free copy, write "Economics," Pueblo, Colorado 81009.

Answers: (1) F (2) T (3) F (first) (4) T

obituaries

ANITA STACHIK of Invent. Cntrl., Plant 6, died February 4 at the age of 57. She had been with the company since 1968 and resided at 2 Dock Road, Speonk, New York.

Personals

My family and I wish to express our sincere appreciation to our many friends, co-workers and Employee Services for their kind expression of sympathy during the recent loss of my father. **Emanuel Gurrier.**

My sincere thanks to all of John's friends who contributed so generously to the Cancer Fund in his name. **Margaret Utz**

On behalf of my family and myself, Iwish to express my sincere appreciation for the kindness and sympathy expressed by my friends, co-workers and Employee Services during the recent loss of my wife. **Raymond Mayerle**

I wish to thank all my friends and co-workers for their thoughtfulness during my recent illness. **Edward Valvana**

On behalf of my family and myself, I wish to thank all my friends, co-workers and Employee Services for their kindness and sympathy during the recent loss of my brother. **Cheryl Walker**

I wish to express my deep appreciation to all my friends and co-workers for their kindness during my recent illness. **Clara Williams**

New procedures

The following Corporate Procedures and Directives were recently published. Copies may be obtained by calling Ext. 8827.

D219R1. Drawings and Associated Documents...distribution, control and retrieval of (previously numbered M102)

D220. Microfilm or Photo Reproduction of Drawings...procedure for.

M344R3. Machined Parts Numerical Control Tape...establishment maintenance and control of.

A306. Time Cards...preparation and processing of

C1B No. 3 Rev. 2. Direct Resource Codes and Indirect Charge Numbers (revised page).

A2011. Material Attrition...definition and accounting of.

A2037. Leased Vehicles...monitoring and control of.

M301R1. Warehouse Inventory Material...stock checks.

Up, up and away

"It just flew away." Margie Lanzisera stood in the cold in the Plant 5 parking lot and watched her paycheck take off.

"It was already dark out when I left," says Margie, "and it was so windy out that I turned my handbag around so that the zipper part, which I always leave open, would be next to me."

But like some magical pickpocket, a gust of wind lifted her paycheck out of her handbag and up to the sky. "I hunted around for a while," Margie says. "Out through the parking lot and over near the runway. I picked up all sorts of papers -- junk, wrappers, an old Avon book. You'd be amazed at the variety of garbage. But it was so cold and so windy that I finally gave up.

"I was pretty upset about it, because I knew it meant calling Payroll Adjustment to stop payment on the check and waiting to have a new one issued ... and I didn't know how long that would take. All the way home I was thinking about how dumb and careless I had been."

But luckily, Margie was spared all the inconvenience. During the night, her paycheck blew all the way over to Plant 1 -- almost three-quarters of a mile. That's where it was when Dick Wittman spotted it on his way into the work the next morning. He looked up Margie's name in the Grumman directory and called her office.

"As soon as I saw the note on my desk, I knew what it was," says Margie. "I called the number and practically screamed into the phone, 'You've got my paycheck, right?' I was so happy ... he was really nice about it."

Unfortunately, not everyone is that nice. And not everyone is as lucky as Margie.

If you should lose your paycheck, call Payroll Adjustment as soon as possible. They'll check the number on it, stop payment, and arrange to have a new check re-issued to you. But to avoid all that, Sam Piazzola, Paymaster, advises that you keep your paycheck in a safe place, and that you deposit it or cash it promptly.

"Also, never endorse your check until you're ready to make the transaction. Lots of people sign the back of the thing and carry it around with them until they're ready to go to the bank," says Sam. "That's not a safe practice."

"We get maybe 10 or 15 lost checks per year," he says. "Last year, a man lost his paycheck right outside the Credit Union ... but he was lucky too. Another Grummanite found it; a Grummanite who works for the Payroll Department!"

You can't complain about service like that.

Safe deposit. *Not one to play finders keepers, Dick Wittman hands over the runaway paycheck to a grateful Margie Lanzisera.*

Note to parents

Parents are reminded that dependent health insurance on children who reached age 19 before the end of January 1979 expired February 1, 1979--unless they are full-time students. Coverage for full-time students expires the February 1 following their 24th birthday.

Transfer to one of several plans of individual health insurance is available on a direct-payment basis.

Parents of children who reached age 19 before January 1, 1979 and who are incapable of self-support because of mental or physical handicaps may call Dolores Stierle, Ext. 3314, for information concerning continued dependent coverage under the Grumman Group Insurance Plan.

metrics

Some education experts believe that a good way to become accustomed to metrics is to relate it to your own body size. For instance, an average sized man, weighing about 165 pounds, is about 75 kg; the average 125 pound woman weighs about 57 kg; if your foot is 10 inches long, you know what 254 millimeters looks like. And so forth.

But what if your dimensions are not --well--average? Borrowing from the *Guinness Book of World Records*, here's how some very unusual people stack up in metrics.

The heaviest man medically weighed was Robert Earl Hughs, who weighed 1,069 lbs. -- or about 484 kg. His 122-inch waistline would have been about 3 meters around. That's an impressive belt size, especially when compared with the puny 13-inch waist -- that's 33 cm -- belonging to Ethel Granger of Peterborough, England.

Mr. Percy Pearl Washington's waistline was probably a bit larger than Ethel Granger's; Mrs. Washington weighed 880 pounds, or about 399 kg.

If your thumbnail is about three-quarters of an inch long (that's 19 mm), don't get into any cat-fights with Romesh Sharma of Delhi, India. It took him 11 years to grow it, but he has a thumbnail that measures 23 inches -- or more than 58 cm. However, the longest known set of fingernails is attached to the left hand of Murari Mohan Aditya of Calcutta, India, for a total of 179 cm, or 70.5 inches. Each nail has its own name. Why not?

Masuriya Din, also from India, holds the record for the longest moustache. It has an extended span of 259 cm, or 102 inches.

Normal body temperature, 98.6°F, translates into 42.5°C. If you've got the sniffles, that might go up to 43.9 or so. But the British medical magazine *Lancet* reports that in 1970, a woman ran a temperature of 112°F, or over 50°C.

The world's champion blood donor was Ed "Spike" Howard of Philadelphia, who donated a total of 499 liters during his lifetime. (If you want to figure out how many one-pint trips to the blood bank that comes out to, multiply 499 liters by the conversion factor 1.057 to find out the number of quarts, and then divide by 2 for the number of pints.)

Show your own Grumman film festival

A variety of motion picture films are available from the company's film library. These films may be borrowed by any Grummanite as well as various civic groups, schools, professional societies, etc.

There is no rental or service charge, but it is requested that reservations be limited to three (3) films at one time.

To reserve motion picture films, contact the Grumman Film Library, Aerolog Productions, Inc., 1211 Stewart AVe., Bethpage, Ext. 8919. One week's notice must be given in advance of the date for which the film is to be scheduled. Library hours are from 8:30 a.m. to 5 p.m., every Monday, Wednesday and Friday.

Some of the Grumman films available for borrowing are:

NO POINTS FOR SECOND PLACE: 28 minutes, color, sound, 1973. The history of fighter aircraft from WWI to the F-14 TOMCAT. The flying and weapons system requirements for today's fighters are clearly spelled out.
Suggested audience — all levels.

THE SEA OF CONTENTION: 28 minutes, color, sound 1971. This film depicts the mission of the U.S. attack aircraft carriers assigned to the Navy's Sixth Fleet in the Mediterranean. Since World War II, a formidable task force of warships and combat-ready Marines have been poised in the Mediterranean to protect the southern flank of NATO. Since 1964, the U.S. has increasingly had to share the Mediterranean with a constantly growing Russian fleet. Today the two forces are nearly equal. This motion picture is designed to promote an awareness of this confrontation and the peace keeping role that the attack carrier plays with the Sixth Fleet.Suggested audience — all levels.

READY ON ARRIVAL: 28 minutes, color, sound, 1966. This film was photographed aboard the USS Independence during preparations for its actual departure to Vietnam, and of activities aboard the ship during operations off North Vietnam. It was designed to acquaint the public with the mission of the attack aircraft carrier, the type of equipment and facilities aboard a carrier, and te 4500 people who make the ship run.
Suggested audience — all levels.

MARINE ALL-WEATHER CLOSE AIR SUPPORT: 28 minutes, color, sound, 1971. The air wings of the U.S. Marine Corps have brought a new refinement to the old problem of providing air cover and support for the Marine on the battlefield. After a short outline of the history of the problem, this motion picture, through a series of sequences filmed with the First Marine Air Wing in Da Nang, Vietnam, depicts the use of sophisticated electronic equipment, both on the ground and in the air, to ensure this support around-the-clock and in any weather.
Suggested audience — all levels.

F-14 PROGRESS REPORTS: Averaging 12 - 16 minutes in length, these reports are issued approximately twice a year and detail progress made to date of issue on the F-14 program and identify significant events and milestones. Six have been issued to date. All are in color with sound.
Suggested audience — all levels.

BLUE ANGELS 20th: 15 minutes, color, sound, 1966. The Blue Angels flew Grumman fighters from 1946 to 1968. In celebration of their 20th anniversary, Grumman produced this 15 minute film that highlights some of the most exciting aerobatic maneuvers flown by the team in F-11 Tigers.
Suggested audience — all levels.

GULFSTREAM II: 15 minutes, color, sound, 1967. The use of jet aircraft in business flying is shown on a typical day, with emphasis on convenience and time savings for corporations requiring daily high-speed multi-city transportation.
Suggested audience — all levels.

CORPORATE PACEMAKER: 18 minutes, color, sound, 1968. The history-making nonstop tran-Atlantic flight of the Gulfstream II jet business transport from Newark, N.J., to London, England, is vividly portrayed. Eight other European cities visited on this international business flight are also shown.
Suggested audience — all levels.

UNSEEN ENEMY: 8½ minutes, color, sound, 1965. Examples of the effects of darkness and bad weather on U.S. aerial support operations during World War II and Korea are shown to illustrate the value of the Grumman A-6A Intruder with its round-the-clock, all-weather strike capability in today's military operations.
Suggested audience — high school and above.

GOBLIN ON THE DOORSTEP: 28 minutes, color, sound, 1963. The film concerns the growing problem imposed by large numbers of Soviet submarines and the threat of nuclear attack from the ocean depths. The film shows some of the difficulties and some of the ways we must use large numbers of ships, planes and men to counter this submarine threat.
Suggested audience — high school and above.

LAUNCH 'EM: 10 minutes, black and white, sound, 1962. Comedy aboard an aircraft carrier.
Suggested audience — all levels.

SMITHSONIAN BRIEFING: 6 minutes, color, sound, 1976. Produced for the Smithsonian Institution's Air and Space Museum, Washington, D.C. The briefing officer of an F-14 Squadron on board an aircraft carrier gives you a brief look at the mix of aircraft on board and the role they play. Then it's off to a thrilling flight in the F-14 Tomcat and a breathtaking landing on the carrier.
Suggested audience — all levels.

F-14 TOMCAT, THE TOTAL FIGHTER — VERSION NO. 1: 10 minutes, color, sound, 1975. A look at the threat aircraft and the role of the F-14 Tomcat in meeting this threat.
Suggested audience — all levels.

E-2C HAWKEYE...A MATTER OF TIME: 20 minutes, color, sound, 1976. Time is the theme of this film about the Grumman E-2C Hawkeye's capabilities for automatic detection and tracking of hostile aircraft at long range and timely co-ordination with combat information centers on land and sea. Interviews with Navy flight crews and participation in a combat mission against enemy fighters highlight the motion picture, which features some unusual photography of the unique E-2C radar system.
Suggested audience — all levels.

A-6E INTRUDER...ANY WEATHER, ANY TIME: 19 minutes, color, sound, 1976. The only all-weather aircraft in the defense inventory, the versatile Grumman A-6E Intruder, is the subject of this film. Capable of penetrating thick fog, intense cloud cover or heavy rains to detect, identify and attack fixed or moving targets, the veteran A-6 carries a bomb load second only to the B-52. How the Navy and Marines use the Intruder is detailed during on-camera comments by the pilots and bombardier-navigators who fly this highly effective weapon system. Dramatic shots of the aircraft operating from aircraft carriers and remote airfields show the A-6E in its working environment.
Suggested audience — all levels.

EF-111 TACTICAL JAMMING SYSTEM: 18 minutes, color, sound, 1976. Electronic counter-measures and counter-counter-measures in the continuing duel between defenders and attackers is the story behing the EF-111, the Air Force's first integrated tactical jamming system. Designed and built by Grumman, the sophisticated ECM system provides the Air Force with the means to stay one step ahead of the enemy that knows when our airplanes are on their way only moments after they take off.
Air Force pilots and electronic warfare officers talk about the need for the EF-111 and how it fits in the Air Force Strike force.
Suggested audience — all levels.

AIR SHOW: 12 minutes, color, sound, 1974. Combining the nostalgia of rotary engines and triplanes with the dynamics of today's thundering jets, this film provides a capsule view of the air show circuit from coast to coast.
Suggested audience — all levels.

HISTORICAL

FIGHTING LADY: 1 hour, color, sound, 1950. The story of a carrier and its battles in the Pacific during World War II.
Suggested audience -- all levels.

GRUMMAN AT WAR: 40 minutes, color, sound, 1942. The story of unparalleled production of fighter aircraft for the Navy in World War II.
Suggested audience -- all levels.

MISCELLANEOUS

REAL TIME ANSWERS: 26 minutes, color, sound, 1973. The Grumman-developed Automated Telemetering-System (ATS) used to dramatically reduce flight test and development time of the F-14 is explained and demonstrated. A version of this computer-based system is slated for installation at Edwards Air Force Base.
Suggested audience -- technical groups.

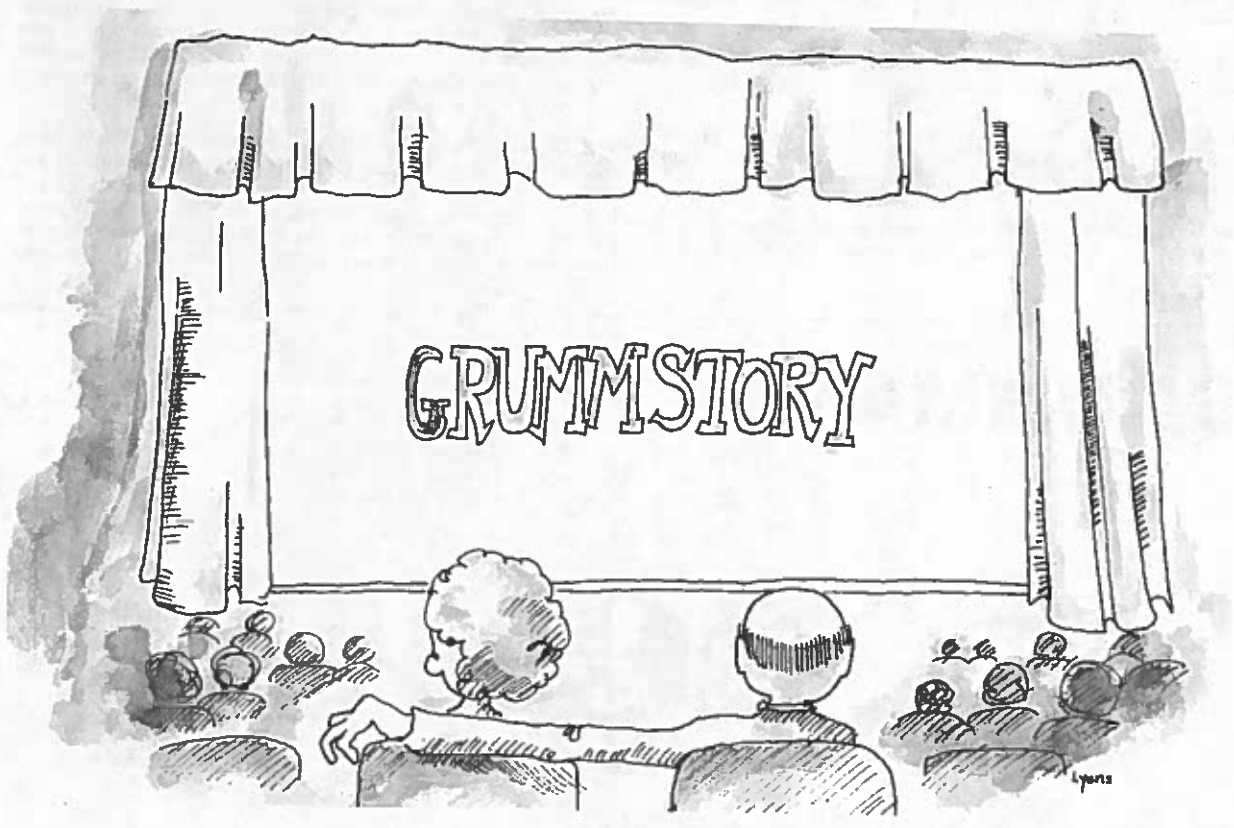
WELD BOND: 10 minutes,color, sound,1975. A technical film showing weld bonding as an alternate fastening system which eliminates hole drilling or mechanical fasteners. The film also illustrates how this new method of resistance spotweld adhesive bond joining of titanium may be applied in the future.
Suggested audience -- engineers, technical groups.

CHOICES: 20 minutes, color, sound, 1976. Of interest to the college graduate. This film gives the graduate an idea of what employment at Grumman is all about. Young people and old timers give their thoughts and opinions, pro and con, about their jobs at Grumman.
Suggested audience -- college students.

GRUMMAN 1976: 16 minutes, color, sound, 1976. An updated report on Grumman products and activities.
Suggested audience -- all levels.

MORE THAN A JOB [BENEFITS]: 17 minutes, color, sound, 1976. The benefits of working at Grumman are explored in this

(Continued on page 8)



Hall of famer

On Friday, March 23, Grummanite Ken Sommer will be inducted into the Metro-Long Island Amateur Softball Association's (ASA) Hall of Fame. During the fifties Ken played outfield for the Grumman Yankees, in addition to playing for other outstanding Long Island softball teams. He was named All World twice.

Also being honored at the annual awards ceremony are Jerry Fleming, infielder and pitcher for DeJur and Meenan; Charles Forte, shortstop for County Sports; Dom Golia, outfielder-first baseman and pitcher for many leading fast pitch teams (including Grumman); and Joe Smith (Switala), pitcher for Botto, Musicaro, and Meenan.

One of five persons to be named to the Hall of Honor is the late Charlie Lehecka, manager of the Grumman Yankees from 1939 to 1951.

Tickets ($15 per person) for the annual honors ceremony at Wheatly Hills Tavern are now on sale at the GAA office.

Who's number one? *The Mixed Breed, that's who. To settle the question, GAA conducted a tournament of champs between the top six teams from Plant 1, Plant 5/25, and Plant 15 leagues. The Mixed Breed of Plant 1 defeated the Rollers from Plant 5/25, 13-8, in the finals. George Reinhardt (3rd L) Plant 1 manager, and Frank Malone (R), bocce commissioner, presented the championship plaque to (L to R) Pat Zurlo, Charles Meyer, Al Garbarino, Bill Martin, and John Shest. Mixed Breed players not photographed were Arthur Friedman, Ed Krol, Mike Sabia and Jack Ferguson. (Photo by Harry Prodromides)*

calendar

American Society of Mechanical Engineers: Thurs., Mar. 8, 7:30 p.m., Polytech. Inst., Route 110; executive committee meeting. L. Hemmerdinger, Ext. 6168.

China-Burma-India Vets Association: Tues., Mar. 6, 4 p.m., Pl. 28 conference room; membership meeting; retirees welcome. W. Pytlowany, Ext. 8397/R. Fong, Ext. 2939.

Fencing Club: every Tues., after 4:30 p.m., Pl. 30 cafe; both beginners and experienced fencers; instruction and competition; GAC employees and dependents welcome. P. Chaldaris, Ext. 4331.

Flying Club: Fri., Mar. 9, 5 p.m., Pl. 28 auditorium; regular monthly membership meeting. R. Reisch, Ext. 5967.

Folk-Dancers Club: every Tues., folk dancing, every Thurs., hustle and ballroom dancing: some instructions available lunchtime, receiving area, Pl. 6; all welcome. E. Urciuoli, Ext. (117) 6688.

Karate Club: every Tues. and Thurs., 5:30-7 p.m., Pl 28 auditorium; black belt instructors. physical and mental development; guests welcome. T. Ortiz, Ext. 4764.

Model Railroad Society: every Wed., 5:30-9:30 p.m., Model RR Bldg.; (at Pl. 3 RR crossing); regular meeting; guests welcome. R. Muntz, Ext. (115) 6044.

Scuba Divers Club: Wed., Mar. 14, 7 p.m., Chateau Restaurant; regular general meeting. B. Toolan, Ext. 5451.

Ski Club: Wed., Feb. 28, 8:30 p.m., Hillside Restaurant, Plainview; movies, demonstrations, lectures, etc.; guests welcome. A. Garmendia, Ext. 7819/8910.

Stamp Club: First three (3) Wed. every month, 5-6 p.m., Pl. 35 cafe; trading sessions and discussions. S. Hoops, Ext. 3926/8586.

Variety of films available

(Continued from page 7)

color, sound film -- from the day-to-day recreational activities, on and off the job, to the insurance and hospitalization plans, investment and retirement plans. New and long-time employees.
Suggested audience -- all levels.

NPO -- GET 'EM WHILE THEY'RE SMALL: 10 minutes, color, sound, 1975. The nozzle pump operator (NPO), made possible by aerospace technology through incorporation of subminiature components, demonstrates its superior fire-fighting capabilities.
Suggested audience -- technical groups.

TECHNOLOGY ... AND THE NINETIES: 15 minutes, color, sound, 1977. Using models, artwork and animation to supplement "live" footage, this entertaining 15 minute film takes us into the future with Grumman advanced technology. Among some of the new Grumman projects depicted are: VSTOL aircraft for small air capable platforms proposed for the new Navy; a stand-off radar guided weapon system; a totally new Air Force fighter made primarily of advanced composite materials; a revolutionary airborne radar system which uses imbedded antennas; and a number of sophisticated satellite systems ... from construction platforms to solar energy panels.

WASTE TO ENERGY: 8 minutes, color, sound; 1977. Burning solid waste and sludge -- while producing energy -- is a two-way advantage to the refuse power plant system being marketed and built by Grumman under license to the German VKW company. This 8-minute film takes us from the refuse piles through the modern waste treatment facilities, where garbage is turned into energy -- at a profit to the community in the power generated and the material salvaged for recycling.

REPORT TO SHAREHOLDERS: 34 minutes, color, sound, 1977. This is a 34-minute report on film of the state of the company, with a look at all the major products and new developments of the Grumman Corporation and its subsidiaries ... with on-the-spot photography of production lines at various plants; products in demonstration and customer use; and personal reports by Grumman management.

GRUMMAN 1978: 20 minutes, color, sound, 1978. Grumman products and technology in the market place today are a wide ranging mix of scientific disciplines. In this motion picture, all the company's major programs and development efforts are brought together in a dynamic 20 minute overview of people and products that spell Grumman in 1978 ... from Cougar to Tomcat ... hydrofoil to communication satellites ... and research to reality.

HYDROFOILS

HYDROFOILS OF THE FUTURE: 15 minutes, color, sound, 1968. The first commercial operation of ocean-going hydrofoil boats is reported from the Canary Island. Grumman's hydrofoil "Corsario Negro" is shown carrying passengers from Las Palmas to Tenerife, and in the open ocean.
Suggested audience — all levels.

IN THE PROUD TRADITION: 15 minutes, color, sound, 1968. Open water tests and weapons firing of the Navy's new Grumman built "Flagstaff" are shown off the coast of Florida.
Suggested audience — all levels.

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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